

# SANTA FE WEEKLY GAZETTE.

"Independent in all things—Neutral in nothing."

JAMES L. COLLINS, Editor.

SATURDAY, MAY 24, 1856.

## The Pacific Railroad.

During the summer of 1853 we devoted a considerable portion of the columns of the Gazette in advocating the propriety of locating the Pacific Rail road through this Territory, upon what is known as the central or Albuquerque route, and we intended before this to have referred to the subject again. It is a sad thing for New Mexico, that while she, beyond question, possesses the best and most practicable route for the location of this great national highway, she should have so few advocates in her favor. Since the organization of the present territorial government she has not had a delegate in Congress capable of explaining to the government her advantages, in this, or in any other respect; she has been like a suffering dumb man, who could not be heard, because he could not speak. The same may be said of the executives and secretaries, that have been sent us, with the exception of Governor Lane, and Mr. Allen, the first Secretary; both these officers took a deep interest in the welfare of the Territory, and especially was this the case with Governor Lane, he lost no opportunity to present her claims for the Pacific railroad, and no man, in the same length of time, could have collected more information with regard to the different routes than he did during his stay in New Mexico; he defended the Albuquerque route with great enthusiasm as the best and most central, and perhaps the only practicable one that would be satisfactory to the interests alike of the whole Union.

We think the chances now are that the road will not be located on the Albuquerque route, at the same time we are satisfied that it possesses advantages over any other on the continent; but the misfortune is we have no body in Congress to explain those advantages, while some of the most talented and influential men in Congress are in favor of the southern or El Paso route. If the road is much advantage to us it must pass through the center of the Territory, or somewhere near the center.

In order, too, that the railroad may benefit all parts of the Union equally, it is necessary that it should start from the center of our western States, which would be St. Louis, and that it should pursue the most direct practicable route westward to San Francisco in California. Such a course would bring the road through the center of New Mexico.

This would place the road on the shortest and most practicable route, at the same time that it would have the effect immediately to enrich the Territory; and without this we fear it is to remain the poorest part of the vast empire of the United States.

We intend to devote a part of our columns to the advocacy of the central route for this road, and although our feeble voice may not have much weight, yet it will serve to show that New Mexico has at least one friend.

## A LINE OF STAGES TO THE PACIFIC.

We have been for years anxiously awaiting at least the commencement of a rail road across the Territory of the United States to the Pacific ocean. Indeed, since the practicability and the necessity of such a road has been on all hands acknowledged to exist, there has been quite enough said fruitlessly expended in Congress and by capitalists to have waited a sailing vessel from Maine to California round the Horn! This wild work has been for a long time incessantly prosecuted, and as yet absolutely nothing has been accomplished towards even a beginning—a practical beginning—of that grand, though not less useful and indispensable postal, military and commercial achievement.

Though we have always believed, conscientiously, that the true route for the great Pacific railroad lies through this Territory, or in other words over the central route, we have nevertheless, in our desire to see the road taken through over some route, and the southern route seeming to be generally preferred, long since ceased to insist on the middle route with the hope of its selection. From present indications, however, and though we believe that the construction of three such railroads will ultimately be required by the geographical extent and commercial interests of the country, we cannot soon expect the commencement, much less the completion, of any one of them. The very magnificent inducement held out by the State of Texas to capitalists having for several years failed to secure the undertaking of the work, we may reasonably conclude that the railroad is a long distance, perhaps a very long distance, in the future.

If, then, we are not soon to have overland communication by railroad with the Pacific, and such communication being very necessary as it undoubtedly is, it becomes us to seek some other and more ready means of attaining it. The postal interests of the government and the people, and especially of California and New Mexico, require it. And in order to afford to the people of California, New Mexico, and the western States, greater mail facilities, we think

Congress ought to establish a line of mail stages from the frontier of the States across through this Territory to California.

The establishment of such a line, or of one from California to Santa Fe only to connect with the line already in operation hence to Missouri, may to some seem to be too expensive and two hazardous on account of the character of the country to be traversed; but such would not be the fact. Precisely the same objections were put forth as to the two lines now in successful operation to the States, but they have been proved unfounded; and as the proposed line of stages would have the same character of country in every regard to travel over, we will venture to guarantee that it would be equally successful. Similar stage arrangements to those now in use on the Independence line would no doubt equally answer for both, and the trip from Santa Fe west would be as easily and as speedily made as that east to Independence—even over the known route from this place to California, which however would doubtless be materially shortened and improved by subsequent discoveries on the route. Such a line, under such a conductor as Capt. Skillman, the Pioneer of the present southern or Texas line could not fail to be completely successful.

We have been in the foregoing considering a line of monthly mail stages only, which we believe should be established—at least until a weekly or a daily line could be set running, or until the great Pacific Railroad is a fact accomplished. We believe a line of daily or weekly mail stages ought to be authorized and encouraged by the government, but we are willing to accept a monthly line as an experiment, if an experiment be required. The mail stages once permanently put under way, a telegraphic line would as per consequence follow, and the one would be a mutual protection to the other. Should the government establish military posts along the line for its protection, westward-prote emigrants would settle at these posts and furnish the necessary supplies to the stations, though the rich and abundant grasses on the road would always furnish ample support, perhaps the year round, for the stage animals. The passenger money alone, leaving out of the estimate the compensation for carrying the mail, would vary nearly or quite meet all the necessary expenditures of the contractors.

At the last session of Congress, Senator Gwin, a zealous and able advocate of a line of mail stages from Missouri to California, in some remarks upon the importance of overland communication with the Pacific, read to the Senate a bill he intended to introduce authorizing the Postmaster General to let out a contract for running an express mail weekly between St. Louis and San Francisco. This bill we regret to say, owing to the uniform procrastinating propensity of Congress on the subject, was not disposed of, or at any rate never became a law. It required the trip to be made from city to city within ten days, and a failure on any account to make it within fifteen days was to forfeit the compensation for that trip, \$5000 being allowed for each trip, through and back; and three such failures after two years existence of the line, was to work an annulment of the contract. The contractors were allowed the privilege of selecting their own route, which after two years was to become the permanent legal stage route. The project contemplated also the erection of at least five military posts along the line, at suitable intervals in the Territories, for its protection against the Indians. These we believe are the principal features of Mr. Gwin's plan for an express line, and in reference to it he concluded his remarks with the following observations:

"I hope this measure will receive prompt and favorable action on the part of the committee on the Post Office and Post Roads, to which it will be referred. The citizens of California and Missouri are ready to make such a contract, and have the express in successful operation in six months. They are already moving in favor of a mail stage route, and this will give them that immediate government aid which is necessary to put such a stage route into successful operation."

"The cost of this weekly express cannot exceed \$250,000 per annum, and the postage on letters weighing two hundred pounds will give the department a revenue largely exceeding the amount that will be paid to the contractors. When it is reported back from the Post Office committee, I will demonstrate the practicability of establishing this express route, and its eminent utility. Already we have telegraph lines to Kansas, on this side, and to the Sierra Nevada, at Placerville, from the Pacific, which will shorten the time of actual communication from New York to San Francisco to eight days, as the express is required to make the time from St. Louis to San Francisco in ten days. In a short time after the express is established, the telegraph will extend, and our communication will soon be brought down to six days."

In regard to a line of daily mail stages from Missouri to California, we will add the following speculations on this interesting subject, taken from an exchange, although our article has already exceeded the limits we can conveniently afford it in our columns.

"The cost of putting on a line of stage coaches daily from Independence to San Francisco is estimated at about \$2,000,000. Thus—

Cost of 120 Stations	\$450,000
150 coaches at \$500, five to start daily	75,000
5000 horses at \$150	750,000
Harness &c.	25,000
500 men as drivers, hostlers, smiths, &c.	250,000
	\$1,520,000

"The amount of revenue that would accrue from a year's employment of the stage line thus organized is put down thus:

100 passengers per day (50 each way) at \$100	\$3,500,000
Treasure \$600,000,000 at two per cent	1,200,000
Insurance on the treasure 1 3-4 per cent	750,000
Express matter	500,000
	\$5,950,000

"This is assumed to be the probable amount of revenue exclusive of the mail transportation, for which it is expected the government would be willing to pay annually at least \$1,000,000, and perhaps \$2,000,000."

"The Sacramento Times and Transcript calculates the cost of putting on a line and running five coaches daily each way at \$3,000,000 and the clear profits of \$500,000. But these estimates are all conjectural."

"In order to test the practicability and profit of the project, two trains a week, of five coaches each, it is thought, would be all sufficient the first year, and afterwards put on coaches and stock as the demand of travel required. Five coaches, with ten passengers each, would give fifty men, besides the drivers. Armed with revolvers, they could defend themselves against any Indian attack."

"Men experienced in life on the plains tell us that no difficulty would be encountered in hiring Western men with their families to settle at the different stations, particularly if the United States will establish military posts at convenient distances, and the telegraph line is run over the same route. They also express the opinion that little difficulty would be experienced from the Indians."

## GOLD MINES OF NEW MEXICO.

Californian papers still persevere in representing the mines there to be very largely productive and remunerative; new fields for operation are constantly being opened, promising a rich harvest to the industrial energy of the miner, yielding not only an employment but an honest and lucrative livelihood to thousands. This is at least very gratifying; but what is more so, is the fact that while the diggings remain apparently, with regard to richness and inexhaustibility, the same as when first discovered, the morals of the population have certainly improved; crime of every description has become of less frequent occurrence; law has assumed her mild yet firm dominion, and the courts find themselves in almost every instance able and efficient to punish criminal aggressors. The state has in consequence become orderly and wealthy, and gives a fair promise not only of being the richest State in the Union as regards her mines, but of becoming so also in a commercial point of view.

What a contrast is presented by the contemplation of the rapid progress and now far advanced State of California with New Mexico. Both were admitted as territories into the Union at the same time; and yet we have hardly advanced a single step in political progression; we are not at present a perceptible point nearer becoming a state, except perhaps as far as regards time, than we were in 1848, eight years ago. It is true, we have not the water advantages, nor the farming facilities, not caused, however, through the want of adaptation of climate or soil, but from the incessant and unrelenting presence of the rascally redskin, nor a similar geographical position that California enjoys; but that we have the same mineral wealth within our limits, and consequently within our reach, we believe there can be no just or reasonable grounds to doubt. All who have been to California and paid any attention at all to the gold indications there, concur in the opinion that, judging from analogy, which in such cases is generally an infallible guide, there must be gold mines all over this country; experiments have proved likewise that where the gold has been extracted, it has invariably been found to be of a very fine quality. Energy and perseverance are alone required to place this fact palpably before the world; the existence of a central gold region would then become known, and in a short time New Mexico could successfully vie in importance and wealth with any of the States. Within the two last months we have seen two specimens of gold dust, or rather gold sand, for in neither pile were the grains smaller than a pin's head, which had been washed out of common dirt from the surface, and both within thirty miles of Santa Fe. The first was shown us by a poor and apparently ignorant Mexican, who told us there was plenty more where that had come from; but we could not get at the name of the place; the other was brought in by an American who has travelled over California; he told us that the signs of gold were so significant and promising here, that he intended to return to the place from which he had procured the sample, and commence mining operations in earnest as soon as the weather would permit. We may also be permitted to add our testimony to others and affirm that if, as it is generally and correctly supposed, black sand and the presence of mica are any indications of gold, then certainly there is plenty of gold in New Mexico; for in our frequent excursions over the high mountains and cañons that surround Santa Fe, without being then cognizant of the fact that these two materials were sure indications of the presence of gold, we have remarked not only the frequency of encountering them, but of the great quantities in which they were generally seen.

However, we presume after all it will be left to accident rather than intention to develop that which must and eventually will be the means of placing our Territory on her proper level in the political and social scale of the Union, and of gaining for her that importance and consideration which her geographical position and peculiar circumstances so justly and necessarily call for.

## THE NAVAJO.

We suppose there is now no longer a hope that the difficulty with the Navajos will be es-

olved without a resort to military force, for, instead of their complying with the demand made upon them recently, they have committed another offence of a similar character. On the night of the 15th instant a party of them attacked the sheep rancho of Jose Ygnacio Montoya near Peña Blanca, killed the mayor-domo and wounded four others, one of them mortally. They also took from the rancho three hundred ewes the property of Montoya. The Indians were followed by a party of twenty five Mexicans and overtaken at El Valle; two of them killed and nearly all the sheep recovered. The scalps of the Indians were brought in as vouchers for the faithful execution of the work.

From this it will be seen that blood has been shed on both sides, in consequence of which we think there is not the least probability of an amicable arrangement of the difficulty. A question with the Navajos of similar character existed when Gov. Meriwether came into the Territory, for which his Excellency thought proper, with a dash of the pen, or waive of hand, to relieve the Indians of all accountability. On the third of May 1853, some three months before the arrival of Gov. Meriwether, the Navajos killed Ramon Martin near Chumita, robbed the rancho, and took with them all the stock and two Mexican boys.

As the Indians had been peaceable for some time before, Gov. Lane thought it his duty to use all the means within his power to settle the affair, he therefore sent out Mr. Samuel Ellison and Donaciano Vigil to investigate the facts and to demand the immediate return of the captured boys and stolen property, together with the delivery of the murderer of Martin. The same objection was then made to the delivery of the murderer that is made in the present case, he was connected to some of the principal families and it would occasion much difficulty among themselves if he was delivered up. When Gov. Lane found there was no hope of getting possession of the murderer, he called upon Col. Sumner then in command of the department, and urged upon that officer an immediate military movement against the nation to enforce a surrender of the murderer. Col. Sumner agreed to put on foot an expedition at once, the preparation for which was far advanced when Gov. Meriwether reached the Territory; but soon after his arrival, a deputation of the Indians, about a hundred in number, with the agent Capt. Dodge, made a visit to the superintendent, and in a conference with the new Governor it was agreed by that officer that he would pass over all offences committed before the first of September of that year; the Indians agreeing on their part, that if they could catch the murderer of Martin that they would give him up. This was about the first act of the new superintendent, who came into the Territory professing an "extensive and intimate knowledge of Indian character."

The present difficulty stands pretty much as the one which we have been considering did when Gov. Meriwether assumed the authority to settle it, and it now remains to be seen what he will do in the present case. We hope, however, that General Garland will take the matter in his own hands, it is time that there was an end put to these Indian murders and robberies, and we have lost all hope of its being done in any other way than by a military force, for as long as the present tinkering policy is pursued by the Indian department of the Territory, nothing is to be expected from that quarter.

We were told by a friend the other day, in whose judgment we have great confidence, that he feared we were devoting more space in our paper, to a notice of Gov. Meriwether, than the issues involved justified, and that perhaps a more lenient course would be more likely to accomplish the object aimed at. This may be so, but we think not. It is only so far as Gov. Meriwether's position connects him with the present condition of affairs in New Mexico, that we pretend to notice him at all. We have no wish to complain, or find fault with the government for having made David Meriwether one of the recipients of her favor; but we certainly regard it as a great misfortune for this Territory, that he was selected for her chief magistrate; and in this opinion, we know, that we have the universal concurrence of the people. We will ask any of the few friends that Gov. Meriwether has in this Territory, to name a single act of his administration during the three years that he has been our chief magistrate, that would justify the belief that he has at heart the interests and welfare of our people?

He makes high pretensions to knowledge upon all subjects connected with his duties, which his official acts have certainly not sustained; and in this perhaps lies our strongest objection to Gov. Meriwether. It is one of the leading points in our nature, to detect and hold in utter contempt all pretenders, it is a species of character based upon falsehood, and for which we have no sympathy. The boards of hostile Indians with which the Territory of New Mexico is infested, is the great drawback upon the prosperity of her people, and it is natural that they should regard it as of the first importance that the Governor, who is to preside over them and who is also superintendent of Indian affairs should be a man possessing some knowledge of the Indians. The appointment therefore of Gov. Meriwether was hailed with acclamation on this account; he came among us professing to know all about Indians, he represented himself as an old Indian trader; that he had crossed the plains in 1819, escort-

ed by the Pawnee Indians; that he was taken prisoner by the Mexicans and brought to this city and detained in close confinement in the calabozo for nearly a month and then set at liberty, when he rejoined his Indians, who were all this while waiting for him at the place where he had directed them to remain, which from his own account, is near 200 miles from Santa Fe, and returned with them to Missouri, having passed the winter on the plains. Now when we consider that the Governor was the only white man with this party, that he neither spoke the Spanish nor Pawnee language; that the date at which the trip was made, was several years anterior to the commencement of communications between this Territory and Missouri, when New Mexico was almost entirely unknown to Americans; that the Indians who formed his escort, were at that time, and are yet, one of the most treacherous and least reliable of any of the tribes on the plains, that they were at open war, and always have been, with the Mexicans and Pueblo Indians of this Territory; that Gov. Meriwether was ignorant of localities here, and when captured, as he says he was, near two hundred miles from this city, being unable to speak the Spanish language, he could not have known what was to be his fate, where he was to be taken, when he was to be liberated, or indeed whether he was ever to be, for being found heading a party of savages at war with the country, placed him in the position of a prisoner of war; in short when we consider the improbability of the whole story, but most of all the utter impossibility that he could be being unable to speak the Pawnee language, have so trained a band of those savages, and so far acquired their confidence as to induce them to wait thirty or forty days upon the uncertainty of his return, when they had seen him borne away a captive by those whom they had only known as their most implacable enemies, does it seem to us, present a case so ridiculous and improbable for the belief of any body. But if it be true it certainly gave him a knowledge of Indian character, that, it must be admitted, has not been sustained by his official acts with the Indians of this Territory.

We intend to overhaul this strange adventure made by Gov. Meriwether, in 1819, and if we mistake not, it will present a subject for the consideration of President Pierce.

The mail from Independence, arrived on the afternoon of the 22nd instant, under charge of conductor Harley; bringing through as passengers, the Hon. P. E. Brochus, Mr. James J. Webb, and Mr. Solomon Bentler, merchants of this city, and Mr. Joseph Play of Morogmet the May mail out from this city at Pawnee Fork, getting on well. Judge Brochus stopped at Fort Union where he will remain a few days to recover from the fatigues of the trip, and a slight indisposition. He is expected in with Colonel Fauntleroy by the first of June. By the mail we received dates from Washington and New York to be 22nd ult. From the National Intelligencer of the 19th April we select the following interesting items of news. By the Steamer Baltic information was received, that a definitive treaty for the restoration of peace, and for the maintenance of the integrity and independence of the Ottoman Power, was signed at Paris on the 30th of March, by the plenipotentiaries of her Majesty the Queen of England, the Emperor of France, the King of Sardinia, the Sultan, the Emperor of Austria, and the King of Prussia on the one part, and the Emperor of all the Russias on the other.

The event was announced in the cities of London and Paris by salvoes of artillery. Paris was illuminated, and in England the church bells were pealed. The Emperor of France tendered his thanks to the plenipotentiaries for the successful termination of their labors. A proclamation of the event was issued by the Lord Mayor of London, and read by him in person to the assembled multitude, who, after cheers for the Queen, the army and navy, and the allies, quietly dispersed.

Mr. Dallas had arrived in London and was received with great kindness and attention by Lord Palmerston, whose lady with several others, called upon Mrs. Dallas immediately after her arrival, in short the most cordial reception was given to the minister and his lady.

From Mexico the news is also interesting. President Comonfort has been triumphant at Puebla; the rebel army surrendered at discretion and the rebel generals, chiefs, and officers were reduced to the ranks as private soldiers. Among several important decrees that had been issued, was one on the 31st of March dated at Puebla, in which the clergy are accused of having taken part in the revolution, and the ecclesiastical property of that diocese, amounting to thirty or forty millions of dollars, was seized to pay the expenses and damages of the war, and to pension the widows, orphans, and wounded. This is the first blow struck directly at the church property, and as such is one of the most important acts ever recorded in the history of Mexico.

Affairs in Kansas still look threatening. By a letter from an officer of the army dated Fort Leavenworth 20th April, we learn that a call had been made a few days previous for troops to assist the sheriff to discharge his duties. Lt. McIntosh was sent to Lawrence with 10 men; while there the sheriff was shot in a most dastardly manner by some assassin. An express was sent immediately to Col. Sumner, who started on the 24th ultimo with four companies, leaving the balance of the regiment in readiness to move, should a notice be received from him that their services were required. This condition of affairs, it was thought would keep at least one regiment at Fort Leavenworth during the present summer.

The same letter informs that the committee sent out by Congress to investigate the validity of the election for delegate from Kansas was setting in Leavenworth city with closed doors, inquisition like.

The most interesting topic in political circles in Washington city was the approaching Cin-